

5. Inspect the rubber cushions (Figure 45 and Figure 46) on the frame where the fuel tank is held in place. Replace as a set if either is damaged or starting to deteriorate.

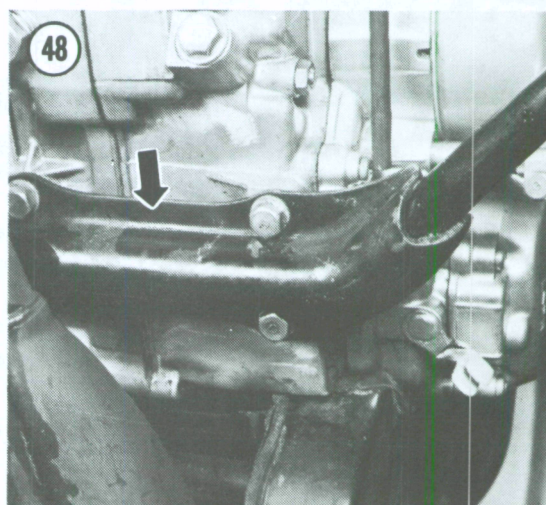
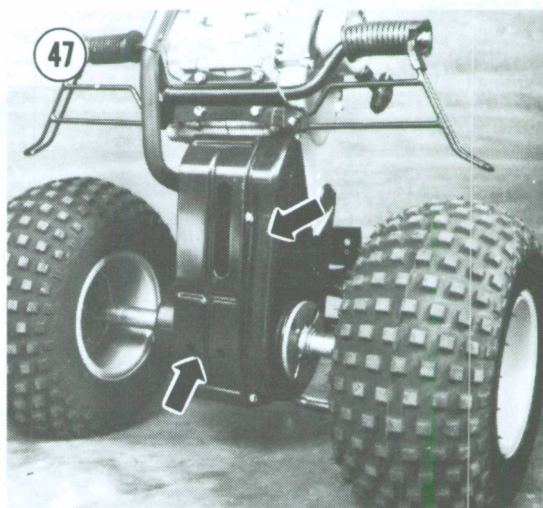
6. Install by reversing these removal steps.

### EXHAUST SYSTEM

The exhaust system is a vital performance component and frequently, because of its design, it is a vulnerable piece of equipment. Check the exhaust system for deep dents and fractures and repair them or replace parts immediately. Check the muffler frame mounting flanges for fractures and loose bolts or nuts. Check the cylinder head mounting flange for tightness. A loose exhaust pipe connection will not only rob the engine of power, it could also damage the piston and cylinder.

The exhaust system consists of a one-piece exhaust pipe, muffler and tailpipe assembly.

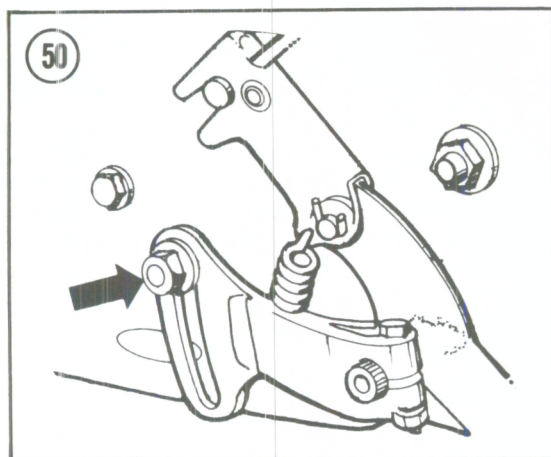
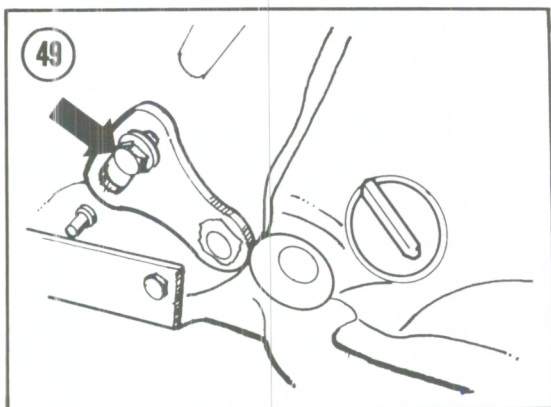
The following procedure represents a typical exhaust system removal and installation. Minor variations exist among the different models and years. Pay particular attention to the location of bolts, washers and nuts not shown in this procedure. Make sure all mounting hardware is installed and attached correctly.



### Removal/Installation (1973-1974 ATC70; All ATC90 and ATC110)

1. Place the ATC on level ground and set the parking brake or block the wheels so the vehicle will not roll in either direction.
2. Remove the seat/fender assembly.
3. For ease of removal, set the ATC up on end. Wrap the rear chrome handle with a shop cloth to protect the finish.
4. Remove the bolts securing the lower frame guard and remove the frame guard (Figure 47).
5. On ATC70 models, remove the bolts securing the footpeg assembly and remove the footpeg assembly (Figure 48).
6. Set the ATC back down on its wheels.
- 7A. On ATC70 models, perform the following:





- a. Remove the rear wheels and the rear axle as described in Chapter Eight.
- b. Loosen the drive chain tensioner locknut (Figure 49).

7B. On ATC90 and ATC110 models, loosen the drive chain tensioner locknut (Figure 50).

8. Remove the bolts and washers securing the muffler to the frame.

9. On 1981-on ATC110 models, on the right-hand side, remove the long bolt located at the front of the rear brake drum cover. This bolt also holds the muffler in place.

10. Remove the nuts securing the exhaust pipe to the cylinder head.

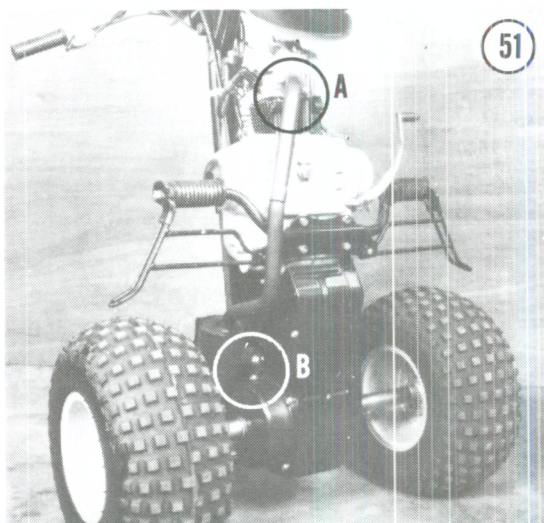
11. Move the rear hub so it will not interfere with the muffler.

12. Move the exhaust system toward the front of the ATC and remove it from the frame.

13. Install by reversing these removal steps, noting the following.

#### NOTE

The 1974 ATC70 (frame No. 1100001-on) uses a slightly different



exhaust system than the 1973 ATC70 (frame No. 1000001 to 1100000). The 1974 ATC70 exhaust system will fit on the older 1973 model if the muffler attachment holes on the frame are elongated slightly with an electric drill or round metal file.

14. Tighten the nuts on the cylinder head first then tighten the nuts on the frame. This will minimize the chances of an exhaust leak at the cylinder head.

15. Make sure the cylinder head exhaust port gasket is in place.

16. Adjust the drive chain and rear brake as described in Chapter Three.

17. After installation is complete, start the engine and make sure there are no exhaust leaks.

#### Removal/Installation

(1978-on ATC70 and ATC125M)

1. Place the ATC on level ground and set the parking brake or block the wheels so the vehicle will not roll in either direction.

2. Remove the seat/fender assembly.

3. Remove the right-hand rear wheel as described in Chapter Eight.

4A. On ATC70 models, perform the following:

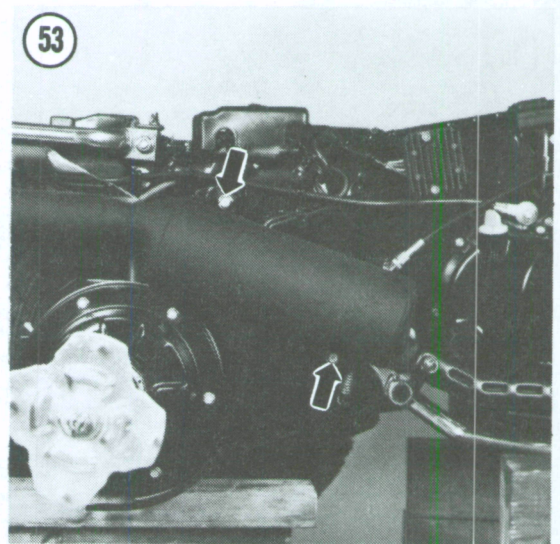
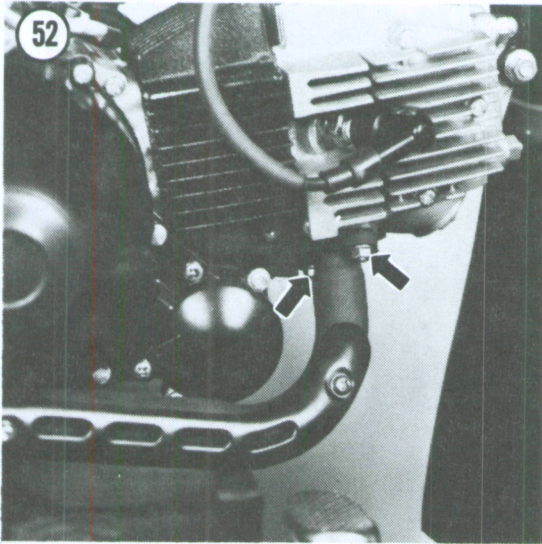
a. For ease of removal, set the ATC up on end. Wrap the rear chrome handle with a shop cloth to protect the finish.

b. Remove the nuts and washers (A, Figure 51) securing the exhaust pipe to the cylinder head.

c. Remove the bolts and washers (B, Figure 51) securing the muffler to the frame.

4B. On ATC125M models, perform the following:

a. Remove the nuts and washers (Figure 52) securing the exhaust pipe to the cylinder head.



- b. Remove the bolts and washers (**Figure 53**) securing the muffler to the frame.
5. Remove the muffler assembly from within the frame.
6. Install by reversing these removal steps, noting the following.
7. Tighten the nuts on the cylinder head first then tighten the nuts on the frame. This will minimize the chances of an exhaust leak at the cylinder head.
8. Make sure the cylinder head exhaust port gasket is in place.
9. After installation is complete, start the engine and make sure there are no exhaust leaks.



Table 1 CARBURETOR SPECIFICATIONS

Item	1973-1974 ATC70	1978-on ATC70
Model No.	NA	PB38A
Main jet No.	60	58
Slow air jet	35	38
Initial pilot screw opening	1 1/8 turns out	1 3/4 turns out
Needle jet clip position	3rd groove	4th groove
Float level	20.0 mm (0.787 in.)	20.0 mm (0.787 in.)
Idle speed	1,500 ± 100 rpm	1,500 ± 100 rpm
Item	ATC90	ATC110
Model No.	U9B	PB20A
Main jet No.	65	85
Slow air jet	35	35
Initial pilot screw opening	1 turn out	1 1/8 turns out
Needle jet clip position	3rd groove	3rd groove
Float level	20.0 mm (0.787 in.)	10.7 mm (0.43 in.)
Idle speed	1,300 ± 100 rpm	1,700 ± 100 rpm
Item	ATC125M	
Model No.	PB20A	
Main jet No.	92	
Slow jet No.	38	
Initial pilot screw opening	1 3/8 turns out	
Needle jet clip position	2nd groove	
Float level	10.7 mm (0.43 in.)	
Idle speed	1,700 ± 100 rpm	
NA—Honda does not provide information for all models.		

Table 2 HIGH ELEVATION JET SIZE

Model	Jet size
ATC70	
1973-1974	NA
1978-on	NA
ATC90	NA
ATC110	No. 78
ATC125M	No. 88
NA—Does not apply (some models have a high-elevation adjust knob built into the carburetor) or Honda does not provide jet specifications.	

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